

WITH AMATEUR WHEELMEN

Bicycle Path Movement Still Booming and Interest Growing.

CLEARING UP ALL THE DETAILS

Unattached Riders Are Getting Ready to Pay Out Their Money—Great Concession Wrung From the Commissioners by the Riders of the City—Hope Now That Other Requests May Be Granted—Some of the Clubs Beginning Their Runs Again.

The Times-Wheelmen bicycle path is still booming.

Since the heat has moderated somewhat and ceased to be the sole topic of conversation, the bicycle path is again coming to the front. There it will stay until it is completed.

During the week a great deal of the detail work has been put in shape. Everything is ready for a formal application to the War Department asking for permission to build the path. Unofficially there have been assurances given that there would be no objection to such a movement. Capt. Gaillard, who is a firm friend of the path, has been ordered up to Washington on boundary duty of some kind, and he will not return until about the middle of October. It would be an agreeable surprise for him to find the bicycle path built upon his return.

The United Wheelmen have given their sanction to the movement and will also give it their aid. A delegate was selected after two weeks' work and will be present at the next meeting of the committee. He is unattached and can do as he desires. Mr. Nelson, the gentleman appointed, is a firm believer in the feasibility of building the path. He is sure it can be done.

Several other clubs are to meet this week or the first week in September, and they will take action looking toward being represented on the general committee. Some of them would have had delegates at the meetings before had it not been for the absence of members from the city.

The unattached riders are taking a great interest in the matter. Several gentlemen who tried to visit Great Falls last Sunday and had to carry their wheels are now enthusiastic for the path. They will do all they can to push it through. At the next meeting of the committee it is expected a number of the unattached riders will be present.

UNITED WHEELMEN.

In Favor of the Bicycle Path and of Good Roads.

The United Wheelmen have taken favorable action on the Times-Wheelmen bicycle path. At their meeting during the week Mr. Thomas C. Nelson was chosen a delegate from the organization.

The great majority of the members present were in favor of the movement and wanted their organization represented. The matter was brought up for action at a meeting of the association held over two weeks ago. At that time a majority of the members present wanted to elect a delegate to attend the convention of clubs, but some of the minority members were able to postpone action by raising the point of the absence of a quorum. At the meeting this week many more than a quorum were present and the opposition was confined to two or three members.

The committee on complaints reported that a number of improvements had been made in the streets of the city at their suggestion. Every member of the association reports to this committee any pieces of bad road they happen to run over. The committee then goes to the Commissioners and tries to have these defects rectified. The members have been very successful so far and expect to be equally successful with a number of new complaints which were presented at this meeting.

During the meeting the following gentlemen were elected members: Charles A. Cabrera, William Wachsmann, Edward Horton, C. F. McGee, Gordon F. Harker, C. C. Dodge, E. M. Harmon, R. J. Boul, M. C. Ball, H. T. Maurice, J. K. May and G. M. Fague. A number of applications for membership were also received.

Vice President Offey, who presided at the meeting, was elected chairman of one to look after temporary quarters for the association. This meeting was held in the parlors of the Potomac Club. There is no regular meeting of the organization until October, and it is probable that before that time a permanent clubhouse will have been secured.

The association also decided to request the Commissioners to include in their estimate of the street schedule the paving of Canal street from the Aqueduct Bridge to the top of Stony Hill.

WOODBURY CLUB.

Last Sunday's Run to Great Falls an Enjoyable One.

The Woodbury Club run to Great Falls last Sunday proved a most enjoyable one. Dinner was served at Great Falls Hotel.

Messrs. J. France and Red Reizenstein left Monday for an extensive yachting tour. They will be back in time to take part in the annual club race.

The bi-weekly ladies' run last Wednesday

FRED SHADE.



Champion of the South.

street southeast, at 9 o'clock in the evening, and went to Indian Head, Ten Bay Kennedyville, Surrattsville and then home. They returned at about 4 o'clock.

The arrangements for the smoker the club intends to give are progressing most favorably. The boys will have the best kind of a time. Some surprises are promised.

ALTAIR CYCLE CLUB.

Watermelon Run on Their Program for Tomorrow Evening.

The Altair Cycle Club is wide awake again. Most of the boys are back from their vacation and the cool days have revived interest in life. The club had a meeting last Monday night, and disposed of a lot of routine business that had collected during the summer.

Tomorrow night thirty or forty of the members are going to take a watermelon run over into Virginia. They will go six or seven miles out from the Aqueduct Bridge. Everyone expects to have the jolliest kind of a time.

IN FOREIGN LANDS.

American Bicycle Capturing the World According to Consular Reports.

Bicycling is assuming proportions of immense greatness when the state representatives of this country abroad begin to make reports on the growth of the craze in foreign countries. All the late consular reports contain communications of this nature.

In Greece, for instance, imagine taking a bicycle ride from Athens to Marathon or Thebes. It seems as if Homer's old heroes would rise from their graves. Yet that is what any American can do nowadays. The Greeks themselves are not so far behind, either. In that country there are now about 400 wheels. They are mostly of English make. A few years ago, though, some American bicycles were taken into the country and there was no difficulty in selling them at a great advance in price over those of English make.

Consul George Horton in his report to the State Department says: "The history of bicycling in Greece is interesting. The first machine was brought here many years ago by the king. It was

most cycles of one woman to every twenty riders.

The excellence of the French roads, and the fine order in which they are continually kept is one reason for the popularity of the bicycle. The great highways leading out from Paris and all other French cities, as well as the national military roads, offer every inducement that a bicyclist can desire.

The Bicyclist Society of France has carefully explored every route, and indicated on their charts all dangerous descents, sharp curves and steep inclines. Signboards, also, have been erected wherever necessary for the special guidance of the cyclist, so that he is fully equipped as a captain of a ship steering for a strait's port. This gives great confidence to the riders and prevents many accidents.

The men of Germany have been riding wheels for a long time. It is only within the past year, though, that the American wheel has captured that nation. It may go far to bridge over the differences between the two countries on the next question.

During the summer of 1895 there appeared at Homburg, Baden-Baden, and other German watering places numerous American cyclists of both sexes, equipped with American bicycles, of which the lightness, gracefulness of model, and easy running qualities were a revelation to native observers, accustomed as they generally were to find machines ranging from thirty to forty pounds in weight.

Particularly noticeable was the high seat of the American ladies' bicycles, set well forward over the pedals, which, combined with the narrow tread and light, newly formed cranks and pedals, averted the laborious, ungraceful movement of the lower limbs, unavoidable to riders of machines of most European models, and which had previously done much to prevent the general adoption of the wheel by ladies in Germany.

During the same season there passed through the country to and from Switzerland, Italy and the Tyrol an unusual number of American tourists riding bicycles weighing from twenty to twenty-four pounds each, and when, in September, an important professional race was won by a visitor on an ordinary road machine the public in that vicinity began to recognize the fact that high-grade American bicycles em-

hand off the handlebar, holding the bar with right hand and putting the right foot through the frame of bicycle to the left. You will find yourself on your feet standing upright holding the bicycle with the right hand, wheel and seat jarringly at all. When falling to the right reverse the falling movements given below. After having accomplished these two things successfully, ride with one looking at your bicycle. Practice gives eight riding, which nearly all riders know how to do.

"After all these are successfully accomplished you may practice various mounts.

"To learn to stand still mounted on your bicycle you must have lots of patience. You ride along as slowly as you can. When your left pedal is forward in line with your chain, turn your handlebar and front wheel to the left and back-pedal with right foot. At the same time press down on your left pedal. Keep as still as you can. When the machine is going to fall to the right press down a little on the right pedal, if to the left, do likewise and left pedal.

"After the wheel has been set in a position you can accomplish this. You will find after you have accomplished the standing still you have gained confidence and control of your bicycle.

Then you may learn to ride on the side of your machine on one pedal and accomplish the hundred and more other possible feats or tricks. The exercise will make you healthy and strong. Fancy riding you will find, exercises every part of the body. Cycling is a perfect cure for nervousness and for a tired feeling. It is the best of all exercises.

ABOUT THE CHAIN.

Words of Wisdom From One Who Knows About It.

Mr. Benjamin H. Glover has furnished the following article to the L. A. W. Bulletin, which can be read with profit by many a Washington rider.

"The wheel has had such a phenomenal sale, it is doubtful has come into the possession of many people who know little about the proper care of those parts of a wheel that determine and modify its running qualities.

"One of the most abused of these parts is the chain and gear, and yet with but little attention it may be kept in good condition; that is, as near frictionless as possible. It must be understood that a large portion of the power used when riding is absorbed in the machine itself as friction.

"Living returned from a run of something like 1,000 miles over all kinds of roads, it was evident that my chain was at times covered with mud, dust and sand.

"It is impossible to clean such a chain by a rag or cloth, so a bottle of gasoline was obtained, the connecting link of the chain opened, and the chain lowered to the bottle and well shaken. In a very short time the chain is as clean as one could wish, but the gasoline cuts out all the lubrication also.

"In oiling, do not squirt a stream of oil along the chain. A nachdash would not think of oiling his machine in that way, but as the moving parts or bearings. Just so the bicycle chain needs oil only at the joints, and not much at that.

"When the two ends are held in the hands, each link should turn at the bottom by itself, and with a short radius, if they are tight and loud, the joints at that point are too tight, and must be worked loose immediately, unless you want to tire yourself out bending the chain around the sprocket wheel.

"If you wish, a little graphite may be rubbed on the chain after oiling, and after spinning the wheel wipe off any surplus. Graphite without the oil is next to useless, as the oil is required to carry the graphite into the joint, which it will not do of itself.

"Once in a while it is well to clean each tooth of the sprocket, as there is a tendency for dirt to pack in between the chain and wheel, and cause the chain to run tight, especially over muddy roads.

"With these few suggestions any one, by using a little judgment, can keep his or her chain in that desired condition—as frictionless as possible."

ONE REGULATION CHANGED.

Commissioners Find That One Act Can Be Repealed.

The bicyclists of the city have won a great victory. They have been able to get the Commissioners to repeal one of the police regulations. It was the regulation forbidding the carrying of children on wheels.

When the order was first promulgated a shout went up from all the wheelmen and the Commissioners began to be overrun with protests. Then the wheelmen began personally to carry their appeals to the Commissioners. It was shown that no accidents had ever occurred and they were urged to repeal it.

The Commissioners went carefully into the subject, they say, to see whether or not some plan could be devised to adjust matters so that the cyclists might have the privilege in part and yet leave the regulation in force against the inexperienced.

Attorney Thomas was appealed to for an opinion upon the proposition to issue permits to such as might demonstrate proper skill in propelling the wheels, but he declared that such discrimination could not be permitted, and the Commissioners finally yielded and repealed the clause entirely.

This should encourage those who are now striving to have justice done the wheelmen. There are before the Commissioners now petitions asking further changes in the police regulations. It is possible that they may be granted. Strong arguments have been presented showing why certain things should be done and these reasons are being carefully considered by the gentlemen in authority. All riders, at least hope, that these claims will meet with the same good fortune as did the one about carrying the children.

ADVICE TO BE FOLLOWED.

Many an Unpleasantness on the Road Can Be Avoided.

Wheelmen insist upon causing ceaseless annoyance to themselves and their brethren by failing to comply with the common rules laid down for all riders. So many accidents have happened on the road which might have been avoided with a little caution that it is necessary for them to observe the following hints. Keep to the right of the road. Never neglect this.

Request permission of pedestrians for the right of way.

Turn to one side for a heavy load, even if you are on the right side.

Be ever ready to assist a female rider in distress on the road, without the formality of an introduction.

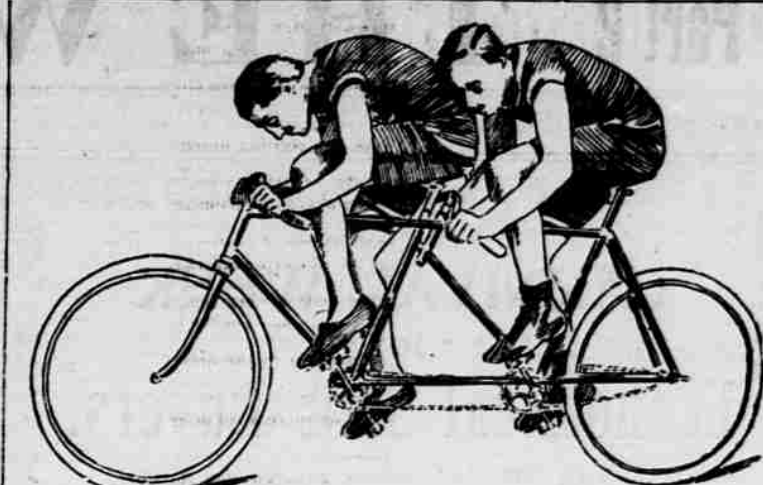
Don't scorch. This means you. Ride no faster than an eight mile an hour gait in passing through villages where you are unfamiliar with the ordinances. It will save you money.

And don't say, "Get out of the way," to any chance pedestrian who may appear in your path.

AFTER THE P. R. R.

Some Glad News for the Washington Bicycle Riders.

This will be most interesting news to Washington riders. Pennsylvania is to try and force the Pennsylvania railroad to carry bicycles free. The initiative has



Harry Great.

George Smith.

CHINESE EDUCATION.

The Standard Has Changed, But Little in Two Thousand Years.

They have no conception of learning as understood in the west—of mathematics, chemistry, geology, or kindred sciences, and of universal history. Indeed, they have a very imperfect knowledge of geography, writes John W. Foster in the Century. Their curriculum of study embraces the Chinese classics and philosophy (a voluminous compilation, especially holding in evidence the teachings of Confucius), the theory of government, and Chinese poetry and history. It is the standard fixed 2,000 years ago, and has undergone little change in the succeeding centuries.

One of our diplomatic representatives tells of a conversation had with one of the most distinguished scholars and highest officers in the empire, in which they canvassed their respective systems of education, and he reports that his Chinese friend had never heard of Homer, Virgil or Shakespeare; knew something of Alexander having crossed the Indus; had a vague knowledge of Caesar and Napoleon, but none whatever of Hannibal, Peter the Great, Wellington or other modern soldiers; and he was ignorant of astronomy, mathematics or the modern sciences. When the American minister expressed surprise at these defects in Chinese education the mandarin replied: "That is your civilization, and you learn it; we have ours, and we learn it. For centuries we have gone on satisfied to know what we know. Why should we care to know what you know?"

Yet it must be conceded that Chinese scholars and officials are usually men of decided intellectual ability, and they cannot be set down as uneducated because they have not followed the curriculum of study marked out by European civilization. It is a course of instruction which they possess a literature and philosophy older than any similar learning of the west, and which, even at this day, are not obsolete, but exercise an elevating moral and intellectual influence on a vast multitude of the human family.

But in one of his rare moments Li Hung Chang recognizes the defects of the national system of education. Largely through his influence the emperor has established at Peking a college with a full faculty of foreign professors for the instruction of chosen Chinese youths in the European languages and the modern sciences, with a view to training them for the diplomatic service. So he has also established at Tientsin, for the last twenty-five years, his viceregal residence, schools for military, naval, and medical education, manned by European instructors; and his example has been followed by other provinces.

Christian Endeavor Riders. The Christian Endeavor Wheelmen are keeping right along these days. They are having a run every Wednesday evening, and are enjoying it. Last Wednesday they ran a most successful watermelon race, over near Falls Church. It was none the less a success on account of its unexpectedness. The association is planning some pleasant work for the fall ride.

NOTES OF WHEELMEN.

Mr. W. C. Allen, of the Capital Hill Club, is off on a run to Cape May. He expects to be gone a couple of weeks. Mr. Allen is one of the enthusiasts of the bicycle craze.

Mr. Hugh Pitzer, of Capitol Hill, is back from his trip up North. He made it in the scorching hot weather. He rode 275 miles from New York to Waltham in three days and will not do it again with the mercury at such a height. He would have stopped two or three times, as it was, had he not known what awaited him at home should he fail.

You ought to see Capt. Weaver's new button. Messrs. Peter J. Clark and William Wheatley, two well-known residents of Georgetown, are among the latest victims of the bicycle craze.

Mr. John T. Murr is mapping out a pleasant run through New England in September. Of course he will ride his wheel. The riding and resting place of Messrs. Cloyce and Pitkin, of the Quaker Club, has been discovered. They are at Colonial Beach.

The Washington delegation to the national bicycle race met at Louisville last week and found it a most successful one. The delegation consisted of Messrs. W. T. Robertson, William Jose, and J. C. Woods. They all had the finest kind of a time and enjoyed themselves hugely. While they are full of stories of the meet, no one can get either of them to tell how many watermelons the party alone destroyed.

The new road consul of the District division of the League is a huster. He is getting the League members out in great shape. Mr. R. Atkinson, of the Quakers, was back from Newport Thursday. He only remained in the city a few hours.

Mr. B. F. Grimes of the Eastern Athletic Club has just returned from a week's trip on his wheel through the Blue Ridge Mountains in the Potomac region.

Dr. J. Bartlett Hills and Mr. S. Mattingly of the Capital Hill Club leave for a run to Piney Point Thursday morning. They go for a rest for a few days. The run is eighty or ninety miles.

The Six Club was at Del Ray Tuesday evening the guest of Mr. George R. French, one of the members. The club will join the Harbors of Refuge at Kennebec two weeks from today.

At the last meeting of the Washington Road Club Mr. Rudolph Jose was elected secretary and Mr. Charles Cook treasurer. Mr. George A. Mansfield has a great eye for the "funny." Get him to tell of his Cabin John experience.

His Explanation. Bobby—Popper, what is a special providence? Mr. Ferry—A special providence, my son, is when we get something good that by rights belonged to somebody else—Cincinnati Enquirer.

The Night Customer.

Druggist (awakened at 2 a. m.)—What d'ye want?

Customer—If you'll let me look in your directory to see how to address this letter I'll buy a stamp from you.—Chronicle-Telegraph.

SUGGESTION OF THE SEASIDE.

The latest up to date life saving service. —New York World.



The latest up to date life saving service.

—New York World.



IN THE MOON'S BRIGHT PATH,
WE USED TO LIKE
TO WALK ALONG TOGETHER.
NOW TIMES HAVE CHANGED;
SHE RIDES HER BIKE,
IN EVERY KIND OF WEATHER.

an all-wood affair, front driving, of the variety known as "householder." Naturally, his majesty did not appear in public on this machine, as bicycles were regarded by the natives as supernatural and unclean for many years. The pioneer bicyclists of Greece were subjected to many inconveniences and even dangers. They were hooded and laughed at even in the streets of Athens, and were sometimes stoned and tumbled from their wheels. At the present day the rustic generally crosses himself and utters a prayer when a bicyclist passes him.

"Bicycling may be said to have commenced here in earnest about eight years ago with the founding of several clubs and its adoption as an amusement by leading Greeks. It is safe to predict a craze in the near future, as the royal family and many of the leading diplomats are now enthusiastic wheelmen. The court prince and the English, American and German ministers, among others, may be seen on the streets every day mounted upon wheels. Such leadership has more weight in Greece than in any other country.

"The greater portion of Greece is passable for bicycles. Agreeable excursions can be made in one day from Athens to Phaleron, to the Piræus, to the king's property at Tatoi, to the beautiful villages of Karousi and Kephissia, to Marathon, to Thebes and other places. Many longer excursions are possible; for example, there is a magnificent road skirting the sea all the way to Corinth. After stopping a day or two there to visit the ancient acropolis and other places of interest, one can cross the journey to Nauplia, the capital of Greece under Otto, taking in the ruins of Mycenæ, Argos, and Tiryns on the way. The scenery on such a trip is magnificent beyond description and the points touched at are of surpassingly historical interest.

The climate is especially favorable for bicycling. There being a wet and dry season, one knows before starting what kind of weather to expect. In summer excursions are possible if one avoids the heat of the day, and in winter the heavy rain storms are sure to be followed by pleasant days. In spring the climate is charming.

The commercial agent at Limoges, France, says that the popularity of the bicycle as a means of exercise, sport, and pleasure is fully established in that country. Since 1892 each wheel is taxed \$1.93 per annum, and the statistics show the growth of the sentiment in favor of the wheel. In 1889 there were only 50,000 bicycles in the country, and today there are 160,000. There are 8,000 wo-

men and 10,000 women riding bicycles in France.

Prof. Neider explains how some French May Be Accomplished.

Prof. Eugene A. Neider, the champion bicycle trick rider, who rode up the steps at the Capitol two weeks ago, has some interesting advice for learners of trick riding. Prof. Neider for years has made a study of the bicycle and its effect on the human system, and is of the firm opinion that it is one of the healthiest exercises in the world. In a communication to The Times he says:

It is an interesting fact that riding the bicycle stimulates desire for greater bodily development and exercise as to induce a rider to undertake a regular course of physical culture. So true is this that nearly every bicycle academy throughout the world stands in the front rank of gymnastics.

It has also been discovered that fancy riding on the bicycle, known as trick riding, affords the greatest possible exercise to every known muscle of the body, therefore all amateur cyclists, both men and women, who have the time and money to spare, should learn fancy riding. All who have tried it are highly enthusiastic, and the majority say that fancy riding will be the future exercise. Professional experts who teach fancy riding are in great demand.

"Speaking about the art of fancy riding, young persons are very easy to teach. Adults, especially ladies, should have careful instructors, must have lots of patience, must remember that the easiest way is the best, and that, no matter how hard they may work, they cannot become an expert in one or two lessons. Practice makes perfect. After you have started you will find fancy riding the most interesting of all studies of the present century. The more you have learned the more you will desire to accomplish, even to the difficult feats you may see done on the stage by experts.

"There are three great things you should never forget, and if remembered and acted upon will add confidence and greatly hasten your progress. First, you must have two feet; second, there are two ways in which the bicycle can fall; third, by keeping the eyes off the front wheel and pedals your confidence is increased. You should practice these two falls in this manner: Falling to the left, take left foot from the pedal, hold it out nearly straight and take the left

hand off the handlebar, holding the bar with right hand and putting the right foot through the frame of bicycle to the left. You will find yourself on your feet standing upright holding the bicycle with the right hand, wheel and seat jarringly at all. When falling to the right reverse the falling movements given below. After having accomplished these two things successfully, ride with one looking at your bicycle. Practice gives eight riding, which nearly all riders know how to do.

"After all these are successfully accomplished you may practice various mounts. To learn to stand still mounted on your bicycle you must have lots of patience. You ride along as slowly as you can. When your left pedal is forward in line with your chain, turn your handlebar and front wheel to the left and back-pedal with right foot. At the same time press down on your left pedal. Keep as still as you can. When the machine is going to fall to the right press down a little on the right pedal, if to the left, do likewise and left pedal.

"After the wheel has been set in a position you can accomplish this. You will find after you have accomplished the standing still you have gained confidence and control of your bicycle.

Then you may learn to ride on the side of your machine on one pedal and accomplish the hundred and more other possible feats or tricks. The exercise will make you healthy and strong. Fancy riding you will find, exercises every part of the body. Cycling is a perfect cure for nervousness and for a tired feeling. It is the best of all exercises.

was largely attended. An enjoyable evening was spent at the International Park.

"Young" Stern, the crack pugilist of the Woodbury Club, who left Washington after defeating Johnny Macaron, the Baltimore "Spider," about eighteen months ago, is back again. He will leave for his home in St. Louis the latter part of the month.

W. Dainman is hard at training for the coming club race. Dainman will be scratched man, D. Meyer, I. France and J. Peyster will be given sixty yards, and the rest will be given the full mile, about 300 yards. A great deal of anxiety is expressed whether the Washington Quaker Club will entertain a challenge from the Woodbury Club. In case the two clubs should meet, it will be a most interesting contest, as neither club has ever been in a race, and a lively time will be expected.

Messrs. Gaskier, Lyons, Kaufman, and West are hard at it again. Fifty miles in seventeen hours is not so bad for racing men. They can go this time—that is, if they promise not to do it again.

QUEER WHEELMEN.

Make a Most Enjoyable Run to the Cycle Cottage.

The Quaker Wheelmen had a run to Cycle Cottage Wednesday night. In the party were the Messrs. Bessie Somerville, Clara French, Estelle Campbell, Marie Hirsch, H. M. Rider, and Clara Eccant, and Messrs. J. M. Mundy, H. S. Gardner, L. C. Slack, Ben Andrews, H. Dale Turpin, and John Powers. They left the Cycle at 7 o'clock, and spent the evening dancing. The party had a most enjoyable time.

The club tried to hold a meeting Thursday night, but could not get a quorum. The committee to look after a home has secured a site on Twelfth street which it thinks will answer all requirements. A special meeting has been called for Tuesday night to decide.

CAPITAL HI CLUB.

Ladies' Run This Week Will Be a Most Pleasant Affair.

The hard riders of the Capital Hill Club had a fine time last Sunday at the Frying Pan. The memory of the peach ice cream lingers with them still. Seven or eight were in the party.

Thursday evening the club will give a ladies' watermelon run to Cycle Cottage. It is expected to be one of the most pleasant events of the summer. Today the club is off on a run where fancy dictates. The Labor Day run will be quite an event. Some members who go will leave early in the morning. Some will go as far as Ridgeville Saturday night. The run is to be to Gettysburg and return. Two days will be taken. Some of the boys intend to go through to York for a century.

CENTURY BICYCLE CLUB.

Newest Organization Among Riders of the Capital City.

The Century Bicycle Club is the latest addition to the world of organized bicyclists. As its name implies, this club is out for hard work. No one can join it except he has made a century run in company with some of the members of the club.

The club starts out with a membership of twelve, and each of these gentlemen has proved his right to membership. Having done this, they expect to keep out all riders who cannot do the same. The club will make monthly century runs, and each member must show up at these runs. These hard riders must keep up their name. Mr. E. H. Coons is the president of the new body.

COLUMBIA HEIGHTS.

Wheelmen Up There Have a Most Enjoyable Moonlight Run.

The moonlight run to Chevy Chase given by the Columbia Heights Wheelmen last Wednesday evening proved an enjoyable affair. The start was made at 6:30 o'clock, about twenty-five members being present. The route was via the Columbia road to Connecticut avenue extended, and followed that road to the lake. In spite of the hills very good time was made. A short stop was made at the lake, and the party proceeded on through Forest Glen and saw the tournament, and then through Sigt to Seven street road, to Brightwood, to Fourteenth street road to Fourteenth street, to the clubrooms, where it was disbanded by Acting Captain Muehlhaug about 9:30.

The regular meeting of the club Tuesday night was well attended. The report of Mr. Ransell, club librarian, showed that that part was all right. It was decided that the old colors—red, black and green—should still be used. The matter of the club race was then brought up, and a committee appointed to look it up.

The club will take a run today to Quantico. It will leave the clubroom at 12:30 o'clock. Lieut. Muehlhaug has returned from Atlantic City, and will have charge of the run.